

14  
**B. R. T. DIRECTORS  
ACCEPT NO BLAME**

**Witnesses Say They Are Ignorant of How or Why the Fatal Wreck Occurred.**

**EXPERT TELLS OF CURVE**

**Mayor Attempts to Show That Change in Plans Caused Train to Sway.**

Precisely as in the wide American land the supply of butlers' pantries is conspicuously in excess of the number of working butlers, so in the scheme of the Brooklyn Rapid Transit system there appears a plenitude of sitting directors, but not one who will concede that he ever directs.

District Attorney Lewis of Kings county, continuing yesterday the inquiry into the wreck on the Brighton Beach line which on November 1 cost the lives of eighty-nine men and women, called four of the corporation's directors to the stand, but was unable to elicit from any of them who, if not they, controls the policy of the system and is responsible for its acts and defenses. There were times when Mr. Lewis had to admit that certain matters and replies bewildered him since he was no railroad man. At these moments he was informed and set straight by Mayor Hylan, who is presiding at the inquiry as a city magistrate.

Mr. Timothy S. Williams, president of the B. R. T. and who as principal witness at the hearing preceding yesterday, supplied a memorable example of the capable use of vague words, did not resume the stand. With a lawyer at either elbow he sat with the spectators and made notes, gazing at the witnesses and listening to their answers as he was not purring with his advisers.

Of the directors Walter S. Benedict was the first one called. When not directing he is a working insurance man, a member of the firm of Benedict & Benedict, which looks after certain of the B. R. T. policies.

**Could Not Understand the Mayor.**  
Mr. Benedict is a director of the New York Consolidated Railroad, which the parent corporation controls, and of four of its other subsidiaries. He owns a share of stock in one of them, the Coney Island and Gravesend, but could not recall yesterday how he came to be there for it or whether he owned it still. He has some recollection of receiving dividends on it.

"Well, what do you do when you go to directors' meetings?"  
"I act as a director."

"What more especially do you do?"  
"I have voted."

"On what?"  
"I am unable to give a definite answer as to that."

"Isn't it a fact that Col. Williams directs the whole policy of the Consolidated?"  
"Well, who runs it anyway?"  
"I believe the B. R. T. does."

By Magistrate Hylan: "Isn't it the general understanding that Col. Williams directs the policies of the road and is its actual head?"  
A. "Your Honor, I don't think I understand what you mean by the word policy."

He left the stand after he had given it as his judgment that the roads he helps to direct control 250 miles of track in the district of the city which he is called to him that they controlled but 106 miles.

**Mr. Chanancy Also Vague.**  
G. W. Chanancy is chairman of the board of directors of the Mechanics Bank of Brooklyn and a director also of the New York Consolidated company. He is a director of the Consolidated and it had no financial interest in it and never knew if the directors made a tour of inspection of the tunnel where the wreck occurred.

"Now, just who runs the Consolidated?"  
"I believe the B. R. T. does."

"And why do you believe that?"  
"Well, they own all the stock, so I suppose they run the company also."

"Do you know who voted to make you a director?"  
"I think I was invited by Col. Williams, but it may have been some one else. Once I offered a resolution at a board meeting some time within the last three years."

Charles A. Boody, president of the Peoples Trust Company, is another of the Consolidated's directors. He was asked the extent of his activities as a railroad director.

"I attend meetings about once a month. I am not a stockholder and have no financial interest."

"Have you ever at a meeting made any recommendation as to the conduct of the road?"  
"Never."

"Who, so far as you know, shapes the policies of the road?"  
"I should say possibly Col. Williams and the executive committee of the B. R. T."

**Engineer Tells of Curve.**  
W. S. Menden, chief engineer of the New York Municipal Railway, is assistant to Col. Williams and still another of the Consolidated's directors. He was asked how many salaries do you receive?

"Only one, for my services as chief engineer and from the B. R. T."

"And what do you do as director?"  
"I attend meetings."

"Who operates the road?"  
"Mr. Dempsey, vice-president of the B. R. T. I believe."

"What have you seen him do?"  
"It is a long story. I have seen him consult with his subordinates, Mr. Hewitt and others."

"Isn't it a fact that the change was made to conserve power?"  
"No, a higher curve requires less power."

"Wouldn't a higher elevation have prevented the accident?"  
"I don't know how the accident occurred."

"Don't you know the top of the car swayed over and hit the wall? Didn't you see the top of the car cut off?"  
"Yes."

"But you don't know how that occurred?"  
"No."

"If you heard some one say that that was the cause would you believe him?"  
"No."

**Motorman Admits He Was Green.**  
A motorman, but not the one who ran the train which was wrecked, testified yesterday as to the manner in which he was placed in charge of a train without previous experience on the day of the strike and wreck.

He is Robert Ketcham, a hant switchman on the Coney Island line on November 1, and ordered then to take out a train which was working his levers. The order, he said, was given him by Thomas F. Blewitt, superintendent of his division. Upon receiving it he took the train loaded with passengers to Coney Island and back again twice.

He swore that although he had received a certificate of instruction five years before he had never operated a train alone until November 1. Then, although he had been working at his levers since 1917 in the morning, he obeyed the order given him and carried out the motorman of the train until 10 o'clock that night. In all he made four round trips. He was allowed half an hour for lunch and a half hour for dinner.

"Did Mr. Blewitt ask if you were a qualified motorman?"  
"No, sir."

"Did he ask if you had had any instruction?"  
"No, sir."

"Did he ask you if you knew anything about the operation of a train?"  
"No, he did not."

The hearing will not be resumed again until next Tuesday. Mr. Lewis believes that the hearing will be continued until that day and that the testimony adduced by then will be found sufficient by the Grand Jury, which will be called upon to consider it.

**IDENTIFIES JEWELS  
BASKA GIRL WORE**

**Witness Says They Belonged to Woman She Is Accused of Having Slain.**

Pieces of cheap jewelry worn by Elizabeth Baska at the time of her arrest were identified yesterday as having been owned by Mrs. Helen Hamel, lodging house keeper at 507 East 125th street, who was charged with the murder of the nineteen-year-old girl on trial in General Sessions before Judge Rosalsky.

Eugene Wendell of 405 East Eighty-fourth street, who lived in Mrs. Hamel's house at the time of the murder, made the identification of the jewelry. Wendell said he had been in the room with the jewelry when he was called aside from the slayer, to have seen Mrs. Hamel alive. He testified that on the morning of the murder he went to the basement and found Mrs. Hamel talking with the accused. The following day, at about the same time, he again went to the basement to inquire for his laundry and found the body of the woman.

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Anna Galley, who came to New York City before the slaying, as the campaigner, said they had only a small sum between them while they were together. A lodger at the house bought them jewelry and gave it to them. She said she was also positive the accused did not have the jewelry when she was arrested when she came to New York.

It was intimated that the reference will be made to the fact that Mrs. Hamel's arm might have been caused by these dogs.

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**WORK GIFTS  
NEW YORK CITY'S TOTAL ONLY  
\$27,763,978 And Causes  
Pessimism.**

**CAMPAIGN ENDS. TO-DAY  
Final Results Will Not Be  
Known for 48 Hours—38  
States Reach Quotas.**

How well the nation had done with gifts for the seven United War Works could not be told last night in final figures. The national canvass virtually closed with the day, although in New York, at least, it does not officially close until to-day.

The latest available national total is \$168,645,058. That was \$11,500,000 short of the sum the campaigners originally sought, before they decided to try for a 50 per cent. over-subscription.

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Junior League, \$7,724; the Colony Club, \$6,000; Y. M. C. A., \$5,000; B'nai B'rith, \$4,000; Temple Anshe Chesed, \$3,000; Eastern Star, \$2,000; B'nai B'rith, \$1,000; Hebrew Infants, \$1,000; New York Council of Jewish Women, \$1,000; New York City Woman's Suffrage party, \$1,000; Red Cross Auxiliary No. 118, \$1,000; Recreation Rooms and Settlement, \$1,000.

**Junior League Girls Get \$5,000.**  
The Rebecca Assembly of the Independent Order of Odd Fellows announced that the State organization of the assembly had given \$5,000 besides previous donations by the different lodges.

The Junior League girls, Mrs. R. J. Maclelland leader, who during the campaign have been selling "Y" leaflets in hotels and restaurants, reported more than \$2,000 receipts before they started with their work for the Waldorf Astoria yesterday.

Among those who have been successful are the Misses Edith Pratt, Flora Whitney, Florence Morley, Katherine Keogh, Gertrude Farnell, Mary C. Keogh, Currie Mathews, Rita Boker, Mary Cushman, Polly Damrosch, Margaret Kemp and Helen Pratt.

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**DRAFT ARBITRATORS PAT  
EACH OTHER'S BACKS**

**Meeting Called to Plan Help  
for Returned Soldiers Makes  
Slow Progress.**

**GLAD TASK IS FINISHED  
Col. Conkling Gives Credit to  
People—Officials Decide  
on Victory Dinner.**

Members of the local draft boards met last night, said some things about themselves, decided they had helped win the war and that now they are going to celebrate with a "victory dinner."

It was announced that the principal purpose of the meeting was "to devise ways and means and to develop a plan for helping the National Army men to resume their civil occupations and business after the war."

The victory dinner and compliments, however, took up all the time of the meeting and "ways and means and plans" were not devised or discussed. The dinner date is indefinite, but the compliments were not.

He was accompanied by his daughter, Miss Olga Masaryk; Major Jaromir Spack, Jaroslav Cisar, his secretary, and Ven. Sava of Cleveland. Major Spack is Dr. Masaryk's adjutant and before the ship sailed Dr. Masaryk said in a statement:

"Before leaving this country I wish to say a word of special acknowledgment and gratitude to the press of America. It is the truly democratic spirit of the American press which I have found in this country."

"Our nation will always be grateful to America for her warm and sincere sympathy with our cause. Our new republic will always consider a great American commonwealth her elder sister."

There were 121 first and twenty-six second class passengers on the Cunard liner Carmania for Liverpool on his way to take out of office and assume his official duties in the republic of Czechoslovakia.

Dr. Thomas G. Masaryk, President-elect of the new republic of Czechoslovakia, sailed yesterday on the Cunard liner Carmania for Liverpool on his way to take out of office and assume his official duties in the republic of Czechoslovakia.

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**SHIP BRINGS U. S. WOUNDED.  
Men Who Fought at St. Mihiel  
Celebrate All the Way.**

Between 400 and 500 wounded American soldiers from the St. Mihiel front were brought into yesterday on the transport George Washington, which warped into a Hoboken pier in the afternoon. The wounded men, many of them originally from New York City vicinity, were transferred to waiting craft, which carried them to the Debarquement Hospital on Ellis Island. They will be transferred to local hospitals soon.

On the trip from a French port the soldiers celebrated the signing of the armistice every day until Sandy Hook was sighted. Most of them brought many souvenirs from the battlefields. The names of the arrivals were not made public.

**MASARYK LEAVES,  
THANKING AMERICA**

**Czecho-Slovakia Will Always  
Feel Grateful for Her Sym-  
pathy, He Says.**

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